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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
 Dining accommodation for 500 Persons.
 Well Furnished Reception Rooms.
 Private Bar and Billiard Room for Hotel
 Residents.
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 Electric Lighting and Fans.
 Telephones on every Floor.
 Every Convenience.
 Ladies' & Gentlemen's Tea Rooms.
 Ladies' Cloak Room.
 Men in Striped Uniforms.
 CHARGES MODERATE, AND NO EXTRAS.
 A. K. DAVIES, Manager.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [s209]

"KINGSOLERE,"
PRIVATE HOTEL.
APPROACH FROM KILBURN ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
Furnished. Billiards, Tennis, Croquet
putting green and fine stabling for horses.
A. J. E. PRITCHARD, M.B.E. & SACHSE.
[S7]

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone No. 690.
Apply to Mr. E. W. WAITES:
"Braeside," 20, Macdonnell Road,
Houropora, 4th December, 1907. [A36]

DONT "BATCH" IN BATCHES!!!
WHEN you want have **ALL** the Comforts
 of the Home, you should
THE WATERLEY,
PRIVATE BOARDING HOUSE,
 6, Robinson Road.
 Newly decorated and fitted with every modern
 convenience.
 Cuisine unexcelled.
 Tennis Court.
 Terms, Just right!

Mrs. W. H. EMBERLEY
 Proprietress.

Home-coming, 1st November, 1902. (42)

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (i.e. *Sui Lung* and *Sui Tin*) daily to and from Hongkong; and two steamers to and from Canton for easy communication with both these cities.

Cable Address:—"BOATYTA."

For Terms, apply to

4215] **THE MANAGER.**

VICTORIA HOTEL
SHAMSEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—“VICTORIA, SHAMSEEN.”
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.
MACAO.
Telegraphic address—“FARMER, MACAO.”
SITUATED IN THE CENTER OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.

PABST EXTRACT

THE best TONIC for keeping in perfect health in the Tropics.
It is a Liquid Food in a palatable form containing all the bracing, soothing and toning effects of the choicest foods. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of **DEBILITY** after **MALARIA**, from **OVERWORK** or other causes, **ANEMIA**, **NERVOUSNESS** or **DYSPEPSIA**. Sample on Application.

SIEMSSON & Co.,
Agents,
No. 32-34, 14th December, 26-28, 15th

INTIMATION

A. S. WATSON & CO.
LIMITED.

*ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKY
A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

FINE MELLOW FLAVOUR.

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BULL DOG
BRAND
GUINNESS' STOUT
IN PINTS & SPLITS.

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THE HONGKONG DISPENSARY.

[25]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PAMES.

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P. O. Box, 94. Telephone No. 12.

HONGKONG OFFICE: 101, DES VOGES ROAD

LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 17TH, 1910.

SINCE China began to organise a practical army, trained in warfare according to foreign methods the world has been led to expect great things from the development. The Chinese nation unquestionably possesses the raw material for turning out good soldiers, but a writer who knows his China well has declared that the whole Chinese system, of want of system, added to the corruption in the ranks of those who pretend to lead them, militates against the Chinese TOMMY ARMS being anything but a coward before Western foe and a desperado and robber in the piping times of peace amongst his own countrymen. The quiet and peace-loving home-abiding Chinaman, according to this observer, may well say, "Defend us from our defenders!" What has been happening at Canton during the past week lends support to this view. Because a policeman in the execution of what he conceived to be his duty arrested a couple of soldiers by way of putting an end to a brawl in the public street, some three or four thousand troops cast military discipline to the winds, disregarded the commands of their officers and looted a disorderly rabble into the crowded city, wreaking vengeance on every member of the police force they met and bent on raising police stations to the ground. Something like a reign of terror appears to have existed in the City of Canton for three days. Firearms were used with deadly effect by both parties to the combat, and but for the fact that Admiral Li was able, by means of wireless telegraphy, to rapidly concentrate his

naval forces for the protection of life and property in the city the record of destruction and the loss of life would certainly have been far more formidable than happily is the case. No reliable statistics appear to be yet available as to the casualties incurred in this prolonged riot. Estimates vary greatly, as Chinese estimates usually do, but having regard to the fact that both the soldiers and the police had arms and ammunition, it is not improbable that the casualties run into hundreds. The Viceroy and even the military officers, were powerless to control the enraged soldiers. The latter were doubtless well aware of the punishment their mutinous conduct entailed. Martial law prevails in the Chinese army, and the soldier detected in any flagrant crime has short shrift, his superior officers having the power of life and death in their hands, without the necessity of referring to the Emperor for confirmation of the sentence. Hence the mutineers have deserted in large numbers, and are now being hunted down and shot when captured. At the height of the riot a free pardon was promised those who returned to barracks, and presumably it had the effect desired. No serious punishment can be meted out to the general body of mutineers when they are to be numbered by thousands. The lesson learnt from the incident is that the army of China is not amenable to discipline, and that in any disturbance which arises neither the Government nor the commanders of the forces can confidently count upon their loyalty and obedience to commands. It was doubtless this failure of the incident at Canton that led to the report that this was the beginning of the anti-dynastic rebellion which is believed to be an ever-present possibility in South China, but in reality no political significance whatever is to be attached to the incident, and it is a matter for congratulation that the mutiny of the troops has not, by the use of any political battle cry, drawn the civilian population into the affray and magnified it into a civil war.

The Siberian Mail of Jan. 25th was delivered in London on the 15th inst.

Owing to faults in the Hongkong-Shanghai cables, traffic to and from Shanghai, places north of Shanghai, and Japan are subject to delay.

Mr. H. B. Pike of the Kobe branch of the Hongkong and Shanghai Bank, is being transferred to Amoy to take up the post of manager of the bank's branch at that port.

We are asked to mention that for the convenience of residents on the Peak, arrangements have been made for a special car to run twenty minutes after the performance at the Lusitano Club tonight.

Shortly before midnight on Tuesday a woman was removed to hospital with a broken leg from 137, Shanghai Street, Wanchai. She told the police that she called there to collect a debt due by the tenant, and that the debtor became angry and threw her downstairs. The occupant of the flat was arrested, charged before Mr. J. B. Wood at the Magistrate's yesterday with assault, and the hearing was adjourned.

If we may not have the taxi-cab or motor-bus in Hongkong, the public are to have the opportunity, we understand, of hiring a motor car. We are informed that a new and handsome car was brought out by the last German mail steamer, and that it is the intention of the owners to let it out on public hire. A pontoon is to be provided for its conveyance across the harbour.

Eight shipwrecked Japanese fishermen were recently rescued off Kagoshima, Kyushu, by the Austrian steamer *Forster*, while on her way to Yokohama from Hongkong. According to the report of the Captain of the steamer, the eight shipwrecked fishermen were sighted clinging to two capsized boats off Kagoshima promontory. The captain at once changed his course and picked up the men, who were brought to Yokohama. The Captain and members of the crew raised a subscription on board and obtained £14 sterling, which was given to the unfortunate fishermen. The latter have expressed, through the Police authorities, hearty thanks for the kind treatment accorded them by the captain, officers and crew of the steamer.

CURIOUS CHINESE SUPERSTITION.

Many of the quaint superstitions of the Chinese have been told in these columns, but none could be stranger than one which has just come to light at Yamat. On Tuesday the police there found it necessary to take charge of an old woman whose violent conduct was considered a source of danger. The woman, who has long been a widow, after examination by a medical man, was pronounced to be insane, and was removed to the asylum. When taken in charge by the police, the inhabitants of the district in which she lived accounted for her violent behaviour in this way: "For a couple of months in every year," said one of the old residents, "the soul of her departed husband enters her body, and during its stay there her conduct becomes outrageous."

FIRE ON THE "GREGORY APCAR."

News from Calcutta, dated the 1st inst., says that fire broke out the previous night in the cargo on the steamer *Gregory*. After loading for the Straits, resulting in damage to the extent of Rs. 50,000.

TELEGRAMS.

[Provided by the Telegraph Message Copyright Ordinances, 1884.]
[REUTERS' SERVICE TO THE HONGKONG DAILY PRESS.]

MANCHESTER COTTON-SPINNING INDUSTRY.

LONDON, February 16th.
At a meeting of spinners of American cotton, held at Manchester, it was decided to continue working short time until April 26th.

OBITUARY.

LONDON, February 16th.
The death is announced of Mr. Pete Curran.

[Mr. Curran represented the Jarro division in the last Parliament in the Labour interest. He has all his life been prominently identified with the Labour movement and was Chairman of the General Federation of Trade Unions.]

PARLIAMENT OPENED.

LONDON, February 16th.
Parliament has been formally opened by Royal Commission.
Mr. J. W. Lowther has been re-elected Speaker.

MORE FLOODS IN PARIS SUBURBS.

LONDON, February 16th.
Several Paris suburbs have been reflooded owing to fresh rises of the Seine and the Marne.

INCOME TAX ARREARS.

LONDON, February 16th.
The Treasury returns show that the arrears of income tax amount to twelve millions sterling.

LORD ROSEBERRY AND TARIFF REFORM.

LONDON, February 16th.
Lord Rosebery, presiding at a dinner given in honour of Mr. Harold Cox (formerly Secretary of the Cobden Club), urged a reference of the Tariff Reform proposal to a Royal Commission for investigation.

THE ATHLETIC MEETING AT MANILA.

CORPORAL ANDREWS WINS TWO RACES.

The following report is from the Manila Cablenews:

The finals in the open athletic meet which were pulled off in the hippodrome last night were fast and close. Altogether, the meet can be rated as superior to last year's.

The first race, the 120 yds. high hurdle event, was very exciting. Malchuck, of the McKinley Y.M.C.A., had this year won handsily, but stumbled over the last hurdle and fell. Atkins, also of the McKinley Y.M.C.A., came in first, while Ellizaga, of the Sandow Athletic Club, finished third. Time 54 1/5 sec.

The 440 yds. dash was of great interest to the spectators owing to the participation of Corporal Andrews, of the Buffs, Hongkong, the crack English sprinter who swept all before him last year. Andrews immediately took the lead and kept it all the way around, finishing far ahead of the next man, McLeod, of the Marine Corps, Gonzales and Earle ran a dead heat for third place. Corporal Andrews ran this quarter in 54 8/5, which was very fast considering the heavy rain-soaked track. The 100 yds. dash went to Robinson, of the McKinley Y.M.C.A., in the remarkable fast time of 10.2. The track was very heavy and the time made by Robinson marks him as one of the fastest sprinters that have ever appeared in these islands. Downall, 15th Cavalry, was second, and Simmons, McKinley, finished third.

The mile run was won by Murphy, McKinley Y.M.C.A., in 53 3/5, with Snyder, of the Marine Corps, second, and Garcia, Sampaloc Athletic Club, third. Snyder was disqualified for fouling.

Robinson also won the 220 yds. dash in 23.2. Downall, 15th Cavalry, was second, and Simmons, McKinley, third.

The two mile race brought to the front a crack by the name of Hindman, of Cuba, who deserves special mention for his performance in this event last night. He won his race in remarkably good time, considering the condition of the track, with Peterson, McKinley Y.M.C.A., second, and Sergt. Dome, 15th Cavalry, third.

Andrews again appeared in the 880 yards run and won it more easily, if anything, than he had the 440 yds. event. He again took the lead and kept it all the way round, finishing strong and with plenty to spare in 2:07. He ran a beautiful race.

The 400 yds. relay race was won by McKinley Y.M.C.A. team in 44.4, Sandow Athletic Club team second, and 15th Cavalry team third.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

SECOND DAY.

Wednesday, February 16th.

The Officials of the Jockey Club are—

Stewards—The Hon. Sir Paul Chater, Kt., C.M.G., The Hon. Sir Henry May, K.C.M.G., The Hon. Sir W. J. Gresson, F. B. Deacon, Esq., Major W. A. Eaton, H. J. Geddes, Esq., J. A. Jupp, Esq., Capt. F. W. Lyons, N. J. Stabb, Esq., H. P. White, Esq.

Stewards in charge of the Scale—H. J. Geddes, Esq., and Capt. F. W. Lyons.

Handicappers—Major W. A. Eaton and J. A. Jupp, Esq.

Judge—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge—Major W. A. Eaton.

Starter—The Hon. Sir Henry May, K.C.M.G.

Second Starter—M. W. Blake, Esq.

Time Keeper—T. S. Forrest, Esq.

Hon. Treasurer—J. F. Cox-Edwards, Esq.

Clark of the Course—T. F. Hough, Esq.

Fine weather favoured the second and most important day of the annual race meeting, and the sport was on this occasion even better than on the previous day. The Derby was, of course, the chief event, and the best traditions of this classic event were worthily upheld by the seven horses which took the field. Perhaps more interest than usual was manifested in the race, as it was felt that the chances of the competitors were fairly even, but Royal Rose was ridden to victory, Bony's stable providing the winner for the second year in succession.

Some good times were made yesterday, and as on Tuesday, the finishes were pretty close and exciting. In the first race of the day, for the Jockey Cup, practically four horses reached the post together, but Resolution had a neck to the good, and the next three could not be separated. As Resolution was a late starter, few people were aware of the fact, with the result that not a single ticket was taken on him in the pari-mutuel for a win, and the money laid on the others for a win will presumably go to the funds of the Jockey Club.

As befitting the occasion, the attendance was larger yesterday than on the preceding day, and the picturesque course was thronged with spectators. H. E. the Governor again attended, arriving just after the first race, and was an interested spectator for the greater part of the day. Pleading selections were rendered by the Buffs Band.

THE JOCKEY CUP.—Winner \$300. Second \$150. Third \$75. For China ponies. Subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$10. Once round.

Mr. Crookenden's Resolution, 10st 9lb. (Mr. Brier) 1

Mr. W. G. Pirie's Rishaw Man, 11st 11lb. (Mr. Blain) 2

Mr. Medico's Christmas Day, 10st 13lb. (Mr. Johnston) 3

Admiral Lambton's Double Dragon, 11st 11lb. (Capt. Heathcote) 4

Mr. Q. T. T. Lassar, 11st 11lb. (Mr. Morley) 5

Major Estlin's Pitman, 10st 13lb. (Mr. Johnston) 6

Mr. S. H. Lightfoot, 11st 4lb. (Owner) 7

Mr. John's Hartwood, 11st 4lb. (Mr. Stubb) 8

Mr. G. Q. Henrique's Valentine, 11st 11lb. (Mr. Johnston) 9

Captain Taylor's Tomahawk, 11st 2lb. (Mr. Johnston) 10

Mr. Ottway's Butcher, 10st 12lb. (Mr. Johnston) 11

Mr. Johnstone's Younger Brother, 11st 11lb. (Mr. Johnston) 12

Mr. Borne's Bintang Pindar, 11st 11lb. (Mr. Johnston) 13

Mr. Magpie's Job Trotter, 10st 12lb. (Mr. Johnston) 14

Mr. Smith's Dartmouth, 11st 4lb. (Mr. Johnston) 15

Fourteen ponies took the field and a rather bad start saw Resolution cutting across the bunch from the outside and taking the rails. Christmas Day promptly challenged and took the lead and showed the way to the village. Hartwood, which had been well to the rear, now passed into fourth position. The run home was a fine struggle. The field bunched, and it looked as if four would finish level, but Resolution got ahead with half a length, and Double Dragon, Christmas Day and Rishaw Man could not be separated.

Time—1 min. 59 4/5 sec.

Pari-Mutuel.

Double Dragon 21.50 Ticket No. 82 493.75

Christmas Day 25.30 " 80 56.25

Rishaw Man 48.70 " 17 66.25

THE EXCHANGE PLATE.—Value \$1,000. Presented by the brokers and exchange brokers of Hongkong. Second to receive \$450 and third \$100. For China ponies. Subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$15. From the two mile, put once round and in.

Mr. John Peel's Kirkpatrick, 11, 11st 9lb. (Mr. Johnston) 1

Messrs. Beyerley & Standish's Worcester, 11st 7lb. (Mr. Johnston) 2

Mr. Bury's Revue d'Or, 10st 9lb. (Mr. Johnston) 3

Mr. Ellis Kadoorie's Tartar Chief, 11st 4lb. (Mr. Johnston) 4

This race was done in record time, and was an interesting one throughout. Resolution was the favourite for the first time. Worcester was in the race, with Tartar Chief second and Revue d'Or third. Passing Bowington the only difference in the order was the supplanting of Rose in third position by Kirkpatrick. Up the incline Kirkpatrick drew close on the leaders, and passing the village road neck and neck with Worcester. As the straight was entered the race was between Kirkpatrick, Worcester and Revue d'Or. The Rose, however, soon shot her bolt, and Worcester and Kirkpatrick

Time—2 min. 40 sec.

Pari-Mutuel.

Worcester 47.80 Ticket No. 150 1,187.55

Kirkpatrick 6.50 " 259 339.50

Revue d'Or 5.50 " 216 169.55

THE CHINA STRAKES.—Winner \$600. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb., of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription griffins of seasons 1908-1909.

Mr. Bury's Warrior Rose, 10st 12lb. (Mr. Johnston) 1

Mr. W. G. Pirie's Man Man, 11st 11lb. (Mr. Johnston) 2

Mr. Hough's Cadzow's Fame, 10st 12lb. (Mr. Johnston) 3

Mr. Ellis Kadoorie's Servian Chief, 11st 11lb. (Mr. Johnston) 4

Mr. Ottway's Trewant, 11st 11lb. (Mr. Johnston) 5

Mr. Smith's Dartmouth, 11st 4lb. (Mr. Johnston) 6

General Broadwood's Boreas, 11st 4lb. (Mr. Johnston) 7

Mr. Lawlor's Spirit Level, 11st 4lb. (Mr. Johnston) 8

Mr. Doh's Sunny Jim, 11st 4lb. (Mr. Johnston) 9

A field of nine faced the starter. Man Man got away first, with Boreas second and Chief third. Past the stand Cadzow's Fame displaced the Chief, and at the foot of the stand had drawn into second place. Man Man showed the way up the incline, being several lengths ahead of Fame and Rose. Cadzow's Fame, however, gradually crept up on the leader and drew level at the village bend. Entering the straight the three first bunched, and then the Chief came up strong, but Rose on the outer course was whipped into place and romped home by a neck from Man Man, Cadzow's Fame retaining the third place.

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NOTICE

Communications respecting advertisements, subscriptions, printing, binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PRESS CODES: A.B.O. 6th, Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTIFICATION

IN VIRTUE of the Authority vested in him by Article XIII of the Charter and Cora (Shipping Registry) Order in Council, 1904, the Undersigned hereby Notifies that he has this day appointed MR. J. A. FARRER to be a Surveyor at the Port of Swatow under the Provisions of the Merchant Shipping Act, 1904.

W. G. MAX MULLER,
Councillor of Embassy,
for H. B. M. Envoy Extraordinary and Minister Plenipotentiary,
Peking, 31st January, 1910. [299]

PONIES! PONIES! PONIES!

PUBLIC ROUP

THE Undersigned have received instructions to Sell by Public Roup, For Account of THE CONCERNED, On WEDNESDAY, the 23rd FEBRUARY, 1910, at 3 P.M., at the Fountain, opposite the City Hall, Several well-known "RACE" PONIES. Catalogues will be issued.

Terms—As Usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 17th February, 1910. [298]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 17th inst. will be landed at Consignees' risk and expense.

No Ship Insurance will be effected by me. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 16th February, 1910. [14]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamers

"SUNDA,"
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked with Mark and delivery can be obtained as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 16th February, 1910. [1]

THE ROYAL HONGKONG YACHT CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the Office of the UNION INSURANCE SOCIETY OF CANAL, TOMORROW (FRIDAY), the 18th inst. at 5.15 P.M., to discuss the proposed sale of certain boats to Saigon.

S. F. WARREN,
Hon. Secretary,
Hongkong, 16th February, 1910. [277]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the "white ant") and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from SLEMSSEN & Co., (Machinery Dept.), Hongkong, Sole Agents.

Hongkong, 6th December, 1909. [1494]

THE SWATOW DRAWN WORK CO.

17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality. Canton Embroidery and Chinese Lacers from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

GRACA & CO.

27, DES VUEX ROAD.

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMPS: CATALAN, 1909, 1910, Picture and Postage Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, etc., etc.

Inspection Invited. [110]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of February, 1910, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1910, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 29th January, 1910. [233]

HONGKONG ICE COMPANY, LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers at 12.30 P.M. on SATURDAY, 26th instant, to receive a Statement of the Company's Accounts to 31st December, 1909, and the Report of the General Managers. The TRANSFER BOOKS of the Company will be CLOSED from the 16th Feb. to the 26th Feb., both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, 9th February, 1910. [281]

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (NOON) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd February to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, 9th February, 1910. [297]

NOTICES OF FIRMS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

FROM This Date, and during the Absence of Mr. E. A. M. WILLIAMS from the Colony, Mr. A. B. LOWE has been Appointed Acting Secretary to the Chamber.

EDBERT A. HEWETT,
Chairman,
Hongkong, 14th February, 1910. [291]

THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. W. E. CLARKE from the Colony, Mr. JOHN ARNOLD will act as Secretary to the Company.

By Order,
B. SHEWAN,
Chairman,
Hongkong, 16th February, 1910. [295]

FOR SALE

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO.,
3, DUNDAL STREET. [50]

FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRATA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD.

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285.

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd.,
ENGINEERS & Co.,
PRATA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-163]

INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 16th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1908, £1,121,310.

I. Authorized Capital ... £5,000,000
Subscribed Capital ... 5,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents,
Hongkong, 15th January, 1909. [908]

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION, LIMITED, is prepared to extend the benefits of its well-known "HOME" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars, apply to—

W. G. HUMPHREYS & Co.,
Agents,
Hongkong, 18th January, 1910. [187]

INTIMATIONS

RACE HOLIDAY

THE EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. TO-DAY (THURSDAY), the 17th instant, respectively.

Hongkong, 15th February, 1910. [288]

RACE HOLIDAY

NOTICE IS HEREBY GIVEN that the MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. TO-DAY (THURSDAY), the 17th instant, respectively.

By Order,
A. B. LOWE,
Secretary,
Hongkong, 15th February, 1910. [289]

RACE HOLIDAY

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAY.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. TO-DAY (THURSDAY), the 17th instant, respectively.

By Order,
A. B. LOWE,
Secretary,
Hongkong, 15th February, 1910. [290]

RACE HOLIDAY

HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

TO-DAY (THURSDAY) AND SATURDAY (OFF-DAY), 17th AND 19th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price 6/- for the Meeting (including the OFF-DAY), or 3/- per day. Tickets for the OFF-DAY, 3/-.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 1st February, 1910. [241]

RACE HOLIDAY

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races, 17th and 19th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets on the 7th inst.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Ladies Club Stand.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 1st February, 1910. [242]

RACE HOLIDAY

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 1st February, 1910. [243]

RACE HOLIDAY

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Races, 17th and 19th inst., which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found "loitering" about with Servants' Passes in their possession, will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 1st February, 1910. [244]

RACE HOLIDAY

BEAR IN MIND.

1. The First Consignment of a large and varied Stock of the latest style of PARISIAN COMBS specially selected by Mr. SCORRIS has arrived.

2. The most modern ELECTRIC HAIR-DESKING APPARATUS has been installed in our Ladies' Saloon.

3. The services of another FIRST-CLASS LADIES' HAIRDRESSER from Europe are available.

THE PARIS TOILET COMPANY, LTD.,
No. 15, QUEEN'S ROAD CENTRAL.
Hongkong, 14th February, 1910. [285]

RACE HOLIDAY

"THE SAYINGS OF CONFUCIUS,"

TRANSLATED BY L. A. LYALL, OF THE CHINESE CUSTOMS SERVICE. B.O. Price 2/75.

IN this New Translation of the LUN-YU MR. LYALL tries to reproduce the rhythm and brevity, as well as the literal meaning of the original.

A short introduction gives some account of the life and times of Confucius, and brief historical notes explain the various characters mentioned in the text. No critical or explanatory notes are given, the object being to let the Book speak for itself.

Published by Messrs. LONGMANS, GREEN & Co., London, E.C.

To be obtained from KELLY & WALSH, LTD., Hongkong.

Hongkong, 14th February, 1910. [286]

RACE HOLIDAY

DR. M. H. CHAUN.

DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL.

RACE HOLIDAY

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.

Hongkong, 27th January, 1910. [1152]

RACE HOLIDAY

SIEN WING.

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

TO LET

TO LET

RESIDENTIAL FLAT, Hotel Mandop. OFFICES, Hotel Mandop. Apply to—

HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd February, 1910. [151]

TO LET

TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD, Hongkong, 8-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May 1910.

Apply to—

FEBOY SMITH & SETH,
Hongkong, 11th January, 1910. [159]

TO LET

NO. 52 and 59, CAINE ROAD.

Apply to—

HO TUNGING,
81, Queen's Road Central,
Hongkong, 8th December, 1909. [96]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st February, 1910. [89]

TO LET

TO LET—FURNISHED.

"TANTALON," 126A, BARKER ROAD, Rent \$225 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS,
Hongkong, 9th December, 1909. [100]

TO LET

IN No. 5, DES VUEX ROAD CENTRAL, FIRST FLOOR of No. 4, Des Vaux Road, recently created by Institution of Engineers and Shipbuilders.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ROOMS in College Chambers No. 31 Wyndham Street.

DAVID SASSOON & Co., Ltd.,
Hongkong, 24th January, 1910. [95]

TO LET

RAVENSHILL WEST, No. 3, PARK ROAD.

Apply to—

DEACON, LOCKER & DEACON,
Hongkong, 1st February, 1910. [240]

TO LET

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

From 1st March, 1910, for one year, a NEW FURNISHED BUNGALOW, at junction of Kennedy Road and Westland Cantoning Road.

For 6 months from 1st May, 1910, MOUNT GOUGH, 11th Peak, Plantation Road, fully furnished, 2 sitting rooms and 4 Bed and Bath Rooms, and use of Tennis Court with others.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shauki-ma Road.

PREMISES at SHAMKIN, CANTON, lately in occupation of the Canton Kowloon Railway.

CELESTIAL (furnished), No. 100, Peak, 1st April to 1st October, 1910.

THE EXHIB, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st floor, well suited for Office.

No. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street.

HOUSES in BELLILLO TERRACE, ROBINSON ROAD, newly painted and color-washed; exceptionally cheap rentals.

FOR SALE—Ten Cassin's Peak commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 29th January, 1910. [91]

TO LET

GODOWN, No. 54, DUNDALL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st February, 1910. [88]

TO LET

WITH Possession from March, 1910. (Unfurnished or if desired the furniture can be taken over at a valuation.)

"IAN MOR" Peak Road. Six Rooms, semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

VIEW and COMMODIOUS SHOPS, Nathan Road Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 43, Tamshui, Area, 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED,
Hongkong, 1st December, 1909. [99-109]

TO LET

GODOWNS in MASON'S LANE, between Wyndham and Zetland Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., Ltd.,
Hongkong, 5th January, 1910. [150]

TO LET

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYAN TERRACE.

OFFICES To Let, No. 2, Camsight Road, 3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VUEX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDINGS.

GODOWNS in PRATA EAST, BLUE BUILDINGS.

FLATS in MORISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 10th February, 1910. [97]

TO LET

TO LET

TOP FLOOR of No. 25, DES VUEX ROAD CENTRAL, in occupation of Messrs. Whiteway, Ladlow & Co., Ltd., suitable for Office. Immediate possession. Rent moderate.

Apply to—

S. BISNEY,
Hongkong, 21st January, 1910. [198]

TO LET

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st February, 1910. [195]

TO LET

TO LET OR FOR SALE.

DEERRINGTON PARK ROAD, No. 8. SEVERNCLIFFE, Garden Road, 7.

For Particulars apply to—

C. SCHROTER,
King's Buildings, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

TO LET

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st February, 1910. [90]

TO LET

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Importers of Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, King Loong STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

TO LET

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (12,500,000).
Subscribed Capital Fl. 12,500,000 (10,000,000).
Reserve Fund Fl. 2,750,000 (2,250,000).

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS, WATSON & BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Deposits at the following rates:—

12 months 4 1/2 per cent.
6 months 4 per cent.
3 months 3 1/2 per cent.
1 month 3 per cent.

C. VOLDRECHT, Manager,
No. 15, Des Vaux Road Central,
Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) Yen 5,000,000.
Reserve Fund Yen 1,000,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Kobe
Nagasaki
Osaka
Shanghai
Yokohama

HONGKONG OFFICE:
3, DES VUEX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

J. TOHDOU, Manager,
Hongkong, 10th September, 1909. [182]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000.
RESERVE FUND ... about Max. \$7,222,222.
PAID-UP ... Gold \$3,250,000.
RESERVE FUND ... about Max. \$7,222,222.

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3 1/2 per cent. per annum.
For 1 month 3 per cent. per annum.

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager,
Hongkong, 8th April, 1908. [204]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager,
Hongkong, 12th January, 1907. [19]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000.
RESERVE FUNDS:—
STRENGTH ... \$1,500,000 at 2/—=\$15,000,000.
SILVER ... \$15,000,000.

RESERVE LIABILITY OF PROPRIETORS \$15,000,000.

COURT OF DIRECTORS:
Hon. Mr. W. J. GUNSON—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
G. Ballooh, Esq.
J. W. Bannock, Esq.
H. G. Barrett, Esq.
C. S. Gubbay, Esq.
C. R. Leaman, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON CREDIT AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager,
Hongkong, 13th November, 1909. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
THE SAME TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAK
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO
Sole Agents.

FOR NERVOUS EXHAUSTION

LOSS OF
MEMORY
AND
DEBILITY

find the
NERVES

CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, indigestion, and nervous debility in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.
DOCK No. 5.

Extreme Length	722 feet
Length on Blocks	714
Width of Entrance on Top	963
Width of Entrance on Bottom	893
Water on Blocks at Spring Tide	344

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	515
Width of Entrance on Top	88
Width of Entrance on Bottom	77
Water on Blocks at Spring Tide	63

DOCK No. 2.

Extreme Length	371 feet
Length on Blocks	350
Width of Entrance on Top	66
Width of Entrance on Bottom	53
Water on Blocks at Spring Tide	22

PATENT SHIP.

Suitable for vessels up to 1000.

THE WORKS are well equipped with the latest plants and appliances for the building and repairing of ships, engines, and boilers, and also electrical work.

A LARGE STOCK OF MATERIALS is always kept on hand.

THE COMPANY has the powerful steamers "OURAMARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for short notice.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "SIKH"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 p.m.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 15th February, 1910. [29]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD BREMEN-IMPERIAL-GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Transits and Valuables, will be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 a.m.

All Claims must be presented within the 22nd inst. or they will not be recognized.

No Fire Insurance will be effected.

Bill of Lading will be countersigned by the undersigned.

This Steamer brings Cargo
S.S. "BARBARIGO" from Venice via Port Said.
S.S. "SANGAL" from Smyrna via Naples.

NORDDEUTSCHER LLOYD, MELBURN & Co., General Agents.
Hongkong, 11th February, 1910. [5]

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Euboea United Companies.)

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 21st inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.
Hongkong, 14th February, 1910. [14]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"KIYO MARU"

having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, the 19th inst., 1910, at 4 p.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

All Cargo undelivered after SATURDAY, the 19th inst., 1910, will be subject to rent.

All chafed and otherwise damaged Cargo will be examined MONDAY, the 21st inst., at 10 a.m.

No Claims will be admitted after the Goods have left the Steamer or Godown.

N. YAMADA, Acting Manager.
Hongkong, 15th February, 1910. [292]

S.S. "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London via Havre or via "Metz" from Bordeaux or via "V. de Lill" or "V. de Gênes" or "V. de Gênes" in connection with above Steamer are hereby informed that their Goods, Transits and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optimal Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 21st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 21st inst., or they will not be recognized.

All damaged packages will be examined on the 21st inst. at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.
Hongkong, 14th February, 1910. [2]

THE REORGANIZATION OF CHINESE FINANCES.

(FROM "THE TIMES," SHANGHAI CORRESPONDENT.)

Since the accession of the Regent, in November, 1909, successive Edicts have announced the conviction that financial reorganization must be the first of all the measures necessary to the progress of the Empire.

The same opinion has been repeatedly endorsed by the Grand Council. As I have pointed out in previous articles, financial reform that is not preceded, or at least accompanied, by a thorough revision of the "Mandarin system" is foredoomed to failure. This fact is fully recognized by writers in the Chinese Press, but it is seldom referred to, and never frankly stated, in the State papers which deal with the financial system. Exhortations to virtue and moral progress of the ordinary type are frequent, as of old, but the tendency of all recent reform measures is rather to multiply than to reduce the number of superfluous officials and their opportunities.

The following are two of several illuminating suggestions submitted by the Government Council on the subject of the impending Budget and approved by Imperial Edict.

We suggest that the Board of Finance, in connection with the various Government offices of the capital, devise a plan of supervision and management of funds so that all may be supplied with funds sufficient for their use, at the same time, preventing superabundance of funds in some departments and simultaneous scarcity in others.

We consider that the Board of Finance should be kept fully informed of all that affects the provincial finances, but at the same time wide latitude should be given to those provincial officers who have shown themselves worthy of confidence.

As every officer may assume himself to be worthy of confidence so long as he holds his post, the degree of "latitude" to be allowed to each opens up a vista of new problems on old lines. The financial reformers closely adhere to the methods of past centuries, and confirm the impression that the Provincial Treasurers do not attach any serious importance to these Edicts. This is not surprising when we consider the vacillation and ineptitude which chiefly characterize the Government.

The situation has been well stated in a leading article published in the North China Daily News.

The Central Government's energies tend mainly to engender a sense of bewilderment. The value of a single grain of real achievement, not contradicted by the indecisions of the morrow, would be inestimable both from the standpoint of Government and people. But the discrepancy between promise and practice is already too wide for much hope on the latter score; and meanwhile the conviction gains ground that, while Manchian officialdom is preoccupied, the Chinese Empire languishes and disintegration gains ground.

THE SCHEME OF REFORM.

The scheme to reform the national finances, as promulgated under Edict of January 11, 1909, was drawn up by the Board of Finance and subsequently revised by the "Bureau for the Collection of Administrative Methods." It consists of 35 clauses, under eight sections, of which the first is "sense of bewilderment." The Government's proposals include so much confusing detail and irrelevant matter that it is impossible to arrive at any clear conception of the "procedure" which they purport to prescribe; they are unpractical, indefinite, and incoherent.

Here and there occur passages of a hopeful nature—say, which it is laid down that—

the portions of provincial Budgets which refer to local expenditure shall be submitted by the Board of Finance to the Provincial Viceroys or Governors to be transmitted by him to the Deliberative Assembly (Diet) for its authorization. The entire Budget shall be sent to the Deliberative Assembly for its information.

This is hopeful; that is to say, if we are justified in assuming that the provinces will be able to make of the Deliberative Assemblies something more effective, in legislation and administration, than the Metropolitan Boards. It remains to be seen if this will be accomplished.

The Board of Finance has its own doubts as to the effect of its scheme, and thus naively records them (Clause 30):

If the duties assigned for the handling in of the Budgets and accounts are not observed, thus delaying constitutional reform, the Board of Finance shall faithfully recount the circumstances and impeach the Provincial Treasurer or Provincial Controller of Finance (Tu chih shih) whose fault it is, and recommend to the Throne that he be punished.

In like manner the Provincial Office of Financial Reform shall recommend to the Viceroys or Governors for removal to the Throne any official responsible for failure to send to the office, at the time set, the statements called for.

But as the arrangements for rendering provincial Budgets and accounts are not to be fully completed before January, 1914, there is room for further consideration of this and other difficulties.

EXERCISE OF THE MEASURES.

From the mass of rules laid down in the Edict it is to be deduced that the preparation of provincial Budgets is to commence this year, when the estimates of receipts and expenditure for next year are to be forwarded to Peking before the end of June, and accounts are to be rendered, commencing from 1912, on the lines of these Budgets. Imperial revenue and expenditure are hereafter to be kept distinct from local, the Board of Finance suggesting the following simple classification:

Official salaries, military expenses, remittances to Peking, foreign loans, service, and grants in aid to other provinces are national charges.

Educational work, police, and promotion of local industries are provincial charges.

All preliminary work of regulation, classification, &c., is to be in the hands of the Bureau of Financial Reform (created for the purpose by the Board of Finance) and its affiliated branches in the provinces. The latter are required to prepare statements of receipts and expenditure beginning with the 34th year of Kuang Hsu (1909), and quarterly reports thereafter, and forward them to the Board in Peking, also to prepare and submit to Board explanations of the advantages or disadvantages of the former system and changes made, and to determine the manner in which the provinces' finances shall be handled and records kept, subject to the authority of the Board.

These are duties which, must inevitably, either remain unperformed or bring these financial reform offices into direct conflict with the high provincial authorities. The Board of Finance evidently anticipates difficulties in this direction, for it provides:

Class 9.—If it becomes necessary in the course of an investigation, the Provincial Office may dispatch its officers to the different provincial Government offices to examine into their receipts and expenditure, and the fees fixed by custom, and if any irregularities are discovered thereon they shall report the same to the Viceroys or Governors for impeachment of the offenders, and shall also report the same to

the Board. Should the officers accept bribes or become accomplices in these transactions the Provincial Office shall report them to the Viceroys or Governors for impeachment.

The Board of Finance itself is expected, beginning from next year, to prepare and submit to the Throne a Budget of its own receipts and expenditure. As it may reasonably be anticipated that the Board's example will be closely watched, and its steps on the path of reform followed by the provincial bureaus and officials, an unusual amount of interest attaches to its latest published returns. The Board's memorial submitting its statement of receipts and expenditure for the first month of the current year (Chinese style) reveals a tendency to force the pace in the direction of change, adhering closely to those time-honoured methods which render auditing as unnecessary as it is impossible; and the provinces may be relied upon to follow suit.

AMERICAN TRADE WITH THE ORIENT.

An important contribution to the study of the trade of the United States with the Orient is offered by Mr. James J. Hill in an article in the January issue of the *World's Work*. In view of the determined efforts now being made to develop American interests in China, Mr. Hill's remarks are especially opportune, but they have a wider interest in their reference to the future of the Orient as a competitor in the world's markets. Mr. Hill offers poor comfort to those of his countrymen who see a tremendous field for their activities in the Orient. He considers that both Europe and America have more to fear than hope.

Mr. Hill first touches the American attempts to capture the trade of China and Japan, which began with the completion of the northern trans-continental railway in 1893, and for which Mr. Hill himself was largely responsible. Over that railway route was brought from the south to Seattle and thence shipped to the Orient, the exports increasing in a single year from 13 to 41 million pounds. With cotton went wheat. Exports from the United States to Japan rose from \$1,000,000 in 1890 to \$10,000,000 in 1905, to the Chinese Empire from \$2,000,000 to \$10,000,000, and to all Asia from \$4,000,000 to \$25,000,000. There was also a great increase of imports. Between 1905 and 1908 came a sudden decrease in the Far Eastern trade, which Mr. Hill accounts for in several ways, laying the chief blame upon the law whereby that portion of a through rate which applies to transportation from the point of origin to the port of shipment was made subject to regulation by the common carrier wholly within the United States. Thus a ban was placed upon the practice of granting exceptionally low rates to assist competition with British or German traders in the Far East. Then there were what Mr. Hill calls "secondary causes"—a decrease in the price of wheat, putting it beyond the means of the Japanese and Chinese wage-earners; the decline of the unimproved merchant marine under stress of foreign competition; and the ill-feeling aroused in the Orient by exclusion Acts. As a result there has been no growth of trade with the Orient in the last few years, and much of it has gone to the vessels of other countries using the Suez route.

Mr. Hill then turns to the prospects of a revival of the old trade. He says that the check to American business came when Japan was prepared to compete with it. Now the Chinese, too, are awakening. Endowed with tremendous resources and working under a wage scale with which the Western world cannot possibly compete, these people, he says, "not only do not promise to furnish us with a profitable future market for manufacturers, but they will eventually become competitors such as we have never had to meet. The markets of Europe, our own markets, may and long have been full of goods made in the Orient for sale at prices so low that no profit is obtainable by our people, who keep them out. And to one factor in the situation Mr. Hill calls special attention. Speaking of China, he writes:

As soon as capital is supplied to develop her native resources she will furnish her own raw materials for manufacture, buying them in her own markets on the silver basis and selling them abroad on the gold basis. This will enable her, as long as her own people are content with labour, to cut her prices in two. Bar silver sells at about 52 cents per ounce in New York. On this basis, the silver in a dollar is worth about 45 cents. The Chinese manufacturer who can pay his workmen their low wage with silver worth its face, and sell his product for gold that is convertible into silver at twice its face, has an advantage which we cannot ignore or escape.

Mr. Hill concludes his article with the following words: "The United States is in the Orient where it is in all the other markets of the earth face to face with a world-wide competition, with an ignorant, growing but slowly or actually declining, with a high cost of production and with the prospect that its customers are already waiting the time near at hand, when they can become competitors. The situation is more momentous to this than for any other country, because our control of the Pacific touches our future and our fate. We cannot afford to neglect the Orient, for with those of the other nations that live upon its shores, the outlook is not hopeless, but it is not encouraging. The country needs to rid itself of the illusion that its Oriental trade is to be one of the big elements in its future prosperity—a conception still lingering from the days of the big markets for manufactured goods—and settle down to a more sober view of its position. There are still possibilities if all the transportation forces, all the people, the Federal Government, and the laws should unite to protect, to encourage this traffic, and to bring it free from the bondage against which it has almost ceased to struggle.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 11th inst., and is due here to-morrow.

The Asahi str. *Japan* left Moji on the 15th instant afternoon, and may be expected here on the 20th inst.

The German str. *Berlin* left Sandakan on the 15th inst. at 2 p.m., and may be expected here on or about the 21st inst.

The T.G.M. str. *Fine* left Singapore on the 14th inst. at noon, and may be expected here on or about the 18th inst.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1909. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 20th January, 1910.

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THE FIFTY YEARS ANGLICAN CALENDAR 日曆英中 年十五

From 1st JANUARY, 1864, to 1st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 37th CYCLE TO THE 50th YEAR OF THE 37th CYCLE.

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MELVILLE, GILN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

BUY IT TO-DAY.
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MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soohow Road, Shanghai. [237]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."
(10,500 TONS.)
CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 16th.
LONDON APRIL 23rd.

FARES TO LONDON—
1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "

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E. A. HEWETT, SUPERINTENDENT. [1975]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .588S. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHEIDT & Co.
Hongkong 26th October, 1906. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

Hongkong, 6th March, 1907. [38]

A. TACK & CO.,
26, DES VERTS ROAD, CENTRAL.

THE LARGEST PHOTO-SUPPLIES

IN THIS COLONY.

SHIPPING.

ARRIVALS.

CHONGKANG, British str., 1424, M. Courtney, 16th Feb.—Shanghai via Swatow 15th Feb. General—Jardine, Matheson & Co.
DAISEI MARU, Jap. str., 899, Y. Kaburaki, 16th Feb.—Swatow 15th Feb. General—Osaka Shosen Kaisha.
HAYANO, British str., 1362, Hodgins, 16th Feb.—Swatow 15th Feb. General—Douglas, LaPrade & Co.
HALDIA, Norwegian str., 1065, Solberg, 16th Feb.—Bangkok 8th Feb. General and Elco.
NIPPON MARU, Japanese str., 3452, A. G. Stevens, 16th Feb.—San Francisco 18th Jan. General—Toyo Kisen Kaisha.
KOGA, Norwegian str., 3285, E. H. Sanderson, 15th Feb.—Mannila 12th Feb. Ballast—Agard, Thorsen & Co.
SUNDA, British str., 2986, R. A. Peters, 15th Feb.—London via Port 1st January. General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

16th February.
Bojien Maru, Japanese str. for Swatow.
Choyang, British str. for Canton.
Daisi Maru, Japanese str. for Swatow.
Kewang, German str. for Hongkong.
Kwangshing, Chinese str. for Canton.
Lienahing, British str. for Canton.
Nikko Maru, Japanese str. for Australia.
Bygg, Norwegian str. for Port 1st January.
Sunda, British str. for Yokohama.

DEPARTURES.

16th February.
ALISA CRAIG, British str. for Shanghai.
CHONGKANG, British str. for Canton.
CHONGKANG, German str. for Hongkong.
FOOKANG, British str. for Singapore.
FRUITER, Norwegian str. for Hongkong.
GLADON, British str. for Shanghai.
HADDON, British str. for Port Said.
HADDON, British str. for Swatow.
HADDON, British str. for Singapore.
KUMANO MARU, Jap. str. for Nagasaki.
MANTU, German str. for Hongkong.
MANTU, British str. for Singapore.
PATRICIA, Ger. troopship for Tientsin.
SEANG BEE, British str. for Amoy.
SINGAN, British str. for Hongkong.
SOSU MARU, Japanese str. for Swatow.

SHIPPING REPORTS.

The British str. Choyang reports Light variable winds and fog.
The British str. Haiyang reports Light N.E. breeze, overcast and showery, hazy.

VESSELS ON THE BERTH

FOR SHANGHAI

THE P. & O. S. N. Co's Steamship
"DELIA"
Captain B. W. H. Snow, will leave for the above place TO-MORROW, the 18th inst., at 1 P.M.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 16th February, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON"
Captain E. Tarnabochia, will leave for the above place on SUNDAY, the 20th inst., at Daylight.
This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princes Building,
Hongkong, 14th February, 1910. [3]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"
Captain W. Gregory, will be despatched as above about 21st February.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 17th January, 1910. [186]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct).

Call at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, and PORT SAID.

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THE Company's Steamship

"VORWAERTS"

Captain Bednars, will be despatched as above on SATURDAY, the 26th Feb., P.M.
This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents,
Princes Building,
Hongkong, 31st January, 1910. [3]

REGULAR STEAMSHIP SERVICE

(WITH LINKS TO OCEAN AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"PATIAN"
about 25th Feb.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, 2nd February, 1910. [251]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	PORT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. VIA USUAL PORTS OF CALL.	ASSATE	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP.	CARNARVONSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANHA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP.	CARNARVONSHIRE	Brit. str.	—	R. L. Daniels, R.N.	JARDINE, MATHESON & Co., Ltd.	About 1st March.
COPENHAGEN & BALTIC PORTS.	INDIA	Swed. str.	—	Müller	MELCHERS & Co.	End of Feb.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINE	On 15th March.
HAYRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Babel	HAMBURG-AMERIKA LINE	On 15th March.
HAYRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 15th March.
HAYRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Gulonmet	MELCHERS & Co.	On 3rd April.
MARSEILLES, &c. VIA PORTS OF CALL.	SEGOVIA	Ger. str.	k. w.	Habel	MELCHERS & Co.	On 1st Mar., at 1 P.M.
MARSEILLES & HAMBURG VIA STRAITS, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 15th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKATSU MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 2nd March, at Dlight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 15th Mar., at Dlight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORKE	Ger. str.	—	J. Bandermann	MELCHERS & Co.	On 30th Mar., at Dlight
NAPLES, GENOA, AGENS, CHANNAIR, &c.	VORWARTS	Aus. str.	—	B. Bednars	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	PATHAN	Brit. str.	—	—	SANDER, WIELER & Co.	On 23rd inst., P.M.
NEW YORK	MUNCASTER CASTLE	Aus. str.	—	—	DODWELL & Co., Ltd.	About 23rd inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	WELSH PRINCE	Brit. str.	—	—	SHEWAS, TOMES & Co.	To-morrow.
BOSTON & NEW YORK	OCEANO	Brit. str.	—	—	ARNHOLD, KARBURG & Co.	On 8th March.
VANCOUVER (DIRECT)	OCEANO	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow.
VANCOUVER, B.C. TAOMMA & SEATTLE VIA JAPAN	OCEANO	Brit. str.	—	—	DODWELL & Co., Ltd.	To-morrow.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MOONLIGHT	Brit. str.	2 m.	F. W. Davies	CANADIAN PACIFIC R. Co.	On 26th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MOONLIGHT	Brit. str.	1 m.	S. Ishikawa	CANADIAN PACIFIC R. Co.	On 24th May, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHIOGASO MARU	Jap. str.	—	I. Gotoh	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
TAOMMA VIA JAPAN	KITO MARU	Jap. str.	—	M. Yagi	OSAKA SHOSEN KAISHA	On 26th inst., at Noon.
CALLAO IQUIQUE, &c. VIA JAPAN, PORTS, &c.	NIKEO MARU	Jap. str.	—	E. Isoda	OSAKA SHOSEN KAISHA	To-day, at Noon.
AUSTRALIA & PORTS VIA MANILA	PRINCE VALDEMAR	Ger. str.	—	G. Eidy	NIPPON YUSEN KAISHA	On 26th inst., at Dlight
AUSTRALIAN PORTS VIA MANILA	CHANGOSA	Brit. str.	1 m.	M. Winkler	MELCHERS & Co.	On 14th Mar., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 18th March, at Noon.
AUSTRALIAN PORTS VIA MANILA	MIYASAKI MARU	Jap. str.	—	Ross Core	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE	ONRANG	Ger. str.	—	D. Lons	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Dlight
YOKOHAMA AND KOBE	PRINCE SIOGMUND	Jap. str.	—	R. Takada	MELCHERS & Co.	About 5th March.
MOJI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	T. Sakabe	NIPPON YUSEN KAISHA	On 23rd inst., P.M.
NAGASAKI, MOJI & KOBE	TAIYAN	Dut. str.	—	Bosman	NIPPON YUSEN KAISHA	On 16th Mar., at Noon.
JAPAN	KWANTUNG	Brit. str.	1 m.	Dowson	JAVA-CHINA-JAPAN LINE	Quick despatch.
TSINGTAU, WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
TIENTSIN	SUNDA	Brit. str.	—	R. A. Peters	E. & O. S. N. Co.	On 22nd inst., at P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENNA	Brit. str.	1 m.	B. W. H. Saw	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	DELTA	Brit. str.	—	Wright	BUTTERFIELD & SWIRE	To-morrow, at 1 P.M.
SHANGHAI	LIENSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI VIA SWATOW	CHOTANG	Brit. str.	—	E. Tumbachia	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI, MOJI & KOBE	NIPPON	Aus. str.	—	C. Lindbergh	SANDER, WIELER & Co.	On 20th inst., at Dlight
SHANGHAI, MOJI & KOBE	LYMAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at Dlight
SHANGHAI, MOJI & KOBE	YEDDO	Ger. str.	—	—	MELCHERS & Co.	About 20th inst.
SHANGHAI, MOJI & KOBE	PRINCESS ALICE	Brit. str.	1 m.	P. Grosch	MELCHERS & Co.	About 24th inst.
SHANGHAI, MOJI & KOBE	AKATSU MARU	Jap. str.	—	A. Mooker	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	WASHING	Brit. str.	—	Richard	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, MOJI & KOBE	CHIRINA	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Dlight
SHANGHAI, MOJI & KOBE	TUNGSHING	Brit. str.	—	Wagner	BUTTERFIELD & SWIRE	On 27th inst., at Dlight
SHANGHAI, MOJI & KOBE	C. FRED. LAMBEZ	Ger. str.	k. w.	Charbonnel	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Dlight
SHANGHAI, MOJI & KOBE	TONKIN	Frean. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 28th inst., P.M.
SHANGHAI, MOJI & KOBE	KUTANG	Brit. str.	—	Knael	JARDINE, MATHESON & Co., Ltd.	On 8th Mar., at Noon
SHANGHAI, MOJI & KOBE	LIBERIA	Ger. str.	k. w.	H. Koops	HAMBURG-AMERIKA LINE	On 12th March.
SHANGHAI, MOJI & KOBE	TYKING	Dut. str.	—	Eddy	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, MOJI & KOBE	NINPO	Brit. str.	1 m.	H. Murayama	BUTTERFIELD & SWIRE	On 20th inst., at Dlight
SHANGHAI, MOJI & KOBE	DAIKI MARU	Brit. str.	2 h.	Wodges	OSAKA SHOSEN KAISHA	To-day, at Noon.
SHANGHAI, MOJI & KOBE	HAIYANG	Brit. str.	2 h.	H. C. Passmore	DOUGLAS LAFRAIR & Co.	To-morrow, at 10 A.M.
SHANGHAI, MOJI & KOBE	HAIYANG	Brit. str.	—	Jameson	DOUGLAS LAFRAIR & Co.	On 22nd inst., at 10 A.M.
SHANGHAI, MOJI & KOBE	SINAN	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE	LOOMBAR	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI, MOJI & KOBE	RUNI	Brit. str.	—	Punnett	SHEWAS, TOMES & Co.	On 23rd inst., at 5 P.M.
SHANGHAI, MOJI & KOBE	TANGING	Brit. str.	1 m.	Punnett	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	YUENSIANG	Brit. str.	—	F. H. Boile	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 5 P.M.
SHANGHAI, MOJI & KOBE	ZAVIRO	Brit. str.	—	E. Boeger	SHEWAS, TOMES & Co.	On 1st Mar., at 1 P.M.
SHANGHAI, MOJI & KOBE	TRAM	Brit. str.	1 m.	F. W. Osterbridge	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SHANGHAI, MOJI & KOBE	MAVIANO	Brit. str.	—	Wagel	JARDINE, MATHESON & Co., Ltd.	End of Feb.
SHANGHAI, MOJI & KOBE	BORNEO	Ger. str.	—	F. Smidh	MELCHERS & Co.	On 22nd inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	W. Evans	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI, MOJI & KOBE	KUMSANG	Jap. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SHANGHAI, MOJI & KOBE	THIATAT	Dut. str.	—	P. J. van Emmerla	JAVA-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE and YOKOHAMA	SUNDA Capt. R. A. Peters	Noon, 17th Feb.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. E. Snow	1 P.M., 18th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. Owen Jones, R.N.	Noon, 19th Feb.	See Special Advertisements.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Bradshaw	About 23rd Feb.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th February, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"NINGAN"	On 17th Feb., 10 A.M.
SHANGHAI	"CHENAN"	On 17th Feb., 4 P.M.
SHANGHAI	"LINAN"	On 20th Feb., 11 A.M.
NINGPO and SHANGHAI	"KINGPO"	On 20th Feb., 11 A.M.
NINGPO, WHAIWAI and CHEFOO	"KWEIYANG"	On 21st Feb., 11 A.M.
MANILA	"TAMING"	On 22nd Feb., 11 A.M.
SHANGHAI	"ANHUI"	On 24th Feb., 11 A.M.
SHANGHAI	"CHINHUA"	On 27th Feb., 11 A.M.
MANILA	"TEAN"	On 1st Mar., 5 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand, and Tasmanian Ports.

MANILA, TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY.—S.S. "TEAN" will sail from Manila on 15th inst. for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Money Pier at 10 O'clock every SATURDAY Night.

Three Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE \$5 SINGLE and \$80 RETURN.

For Freight or Passage apply to

HONGKONG, 17th February, 1910.

BUTTERFIELD & SWIRE
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"LIENSHING"	Friday, 18th Feb., Noon
MANILA	"LOONGHANG"	Friday, 18th Feb., 4 P.M.
SHANGHAI	"ONGSANG"	Saturday, 19th Feb., 11 A.M.
SHANGHAI	"CHONGSANG"	Saturday, 19th Feb., Noon
SINGAPORE, PENANG, CALCUTTA	"MAUSANG"	Saturday, 19th Feb., Noon
TIENTSIN	"CHEONGSHING"	Tuesday, 22nd Feb., 4 P.M.
SHANGHAI	"WAISHING"	Friday, 25th Feb., 11 A.M.
MANILA	"YUENSANG"	Friday, 25th Feb., 4 P.M.
SHANGHAI	"TUNGSHING"	Sunday, 27th Feb., 11 A.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 28th Mar., Noon

OCCUPYING 24 DAYS

The Steamers "KUTSANG," "MAUSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama, calling via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Singapore, Penang, Calcutta, Tientsin and Newchwang. Telephone No. 2144, Ext. 4.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Datu, Singapore, Tawau, Usukan, Jesselton and others.

For Freight or Passage apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 17th February, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST BEING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"SHANGHAI"	SWATOW, AMOY and FOCHOW	FRIDAY, 18th Feb., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOW	TUESDAY, 22nd Feb., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th February, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 20th February
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of February

For Further Particulars apply to

Hongkong, 29th January, 1910.

MELOHRES & CO.,
AGENTS.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI	2540	A. Fraser	Manila	On 19th Feb., Noon
ZAFIRO	2540	R. Rodger	Manila	On 26th Feb., 5 P.M.

For Freight or Passage apply to

Hongkong, 17th February, 1910.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA, and PHILIPPINES, via STRAITS and COLOMBO, to LAYNE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Alen or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOREA & YOKOHAMA:

S.S. C. FRED LARSEN, 27th Feb.

S.S. LIBERIA, 12th March.

S.S. ALEIA, 25th March.

Further Particulars, apply to—

Hongkong, 29th January, 1910.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, QUITQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA.

HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

1910.

STEAMERS	TONS	SAIL DATE
S.S. KIYO MARU	17,200 tons gross	Sail Feb. 22nd, at Noon.
S.S. BUTO MARU	10,500	April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUTO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

Hongkong, 31st January, 1910.

TOYO KISEN KAISHA, King's Building.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 2nd Mar., at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 16th Mar., at Daylight
	HITACHI MARU Capt. N. Mathison	7,000	WED'DAY, 30th Mar., at Daylight

VICTORIA B.C. & SEATTLE	TAMBA MARU Capt. K. Sato	6,500	WED'DAY, 16th Mar., from YOKOHAMA.
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VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 29th Mar., at Noon.
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Tagi	6,000	THURSDAY, 17th Feb., at Noon.
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KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 18th March, at Noon.
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MOJI, KOBE & YOKOHAMA	MIYAZAKI MARU Capt. T. Mura	9,000	FRIDAY, 18th Feb., at Noon.
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BOMBAY via SINGAPORE and COLOMBO	SHINANO MARU Capt. R. Takada	7,000	SUNDAY, 20th Feb., at Noon.
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SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. W. Evans	5,000	TUESDAY, 22nd February.
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NAGASAKI, MOJI and KOBE	TAKASAKI MARU Capt. A. Mooker	5,000	THURSDAY, 24th February.
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	YAWATA MARU Capt. T. Sakai	5,000	WED'DAY, 16th Mar., at Noon.
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* Fitted with New System of Wireless Telegraphy; Cargo only. * Carries Dock Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 17th February, 1910.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

SIBERIAN RAILWAY. The principal STEAMSHIP LINES and TRANS.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE checked, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East—

16, DES VEUZ ROAD, HONGKONG.

Japan Office
14, WATER STREET
YOKOHAMA.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Gotoh	6,182	WED'DAY, 23rd Feb., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 23rd March, at Noon.
TACOMA via SHANGHAI, MOJI, KOREA and YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson	4,416	FRIDAY, 26th March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Furs. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSAI via SWATOW & AMOY	"DAIGI MARU" Capt. M. Murayama	THURSDAY, 17th Feb., at Noon.

Fair Speed. Superior Passage Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "EIJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK						
STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LYONS (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 19	PERSEA	7951	March 19	March 25
DELTA	8000	March 5	MALWA	11000	April 2	April 8
MACEDONIA	10500	March 19	(Through Steamer calling at BOMBAY)		April 15	April 22
DEVANHA	8000	April 2	MONGOLIA	10500	April 30	May 6
ASSAYE	8000	April 16	MARMORA	10500	May 14	May 20
DELTA	7500	April 30	MOEBA	11000	May 28	June 3
DELHI	8000	May 14	MOOLTAN	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):
1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd " £48.10 " £72.12

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SUMATRA	about 9	about 25
* NYANZA	February 23	April 9
* SUNDA	March 23	May 7
* NILE	April 20	June 4
* SARDINIA	May 18	June 18
* NOEE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1076

Cutler, Palmer & Co.'s

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS: TAKASAKI, OCHI, MUTOH, HOJO, NAKAZUKA, SATO, SHINNEW and KAMAYAMADA.

Collieries:
SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—YAGABAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Code, J.L. ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ABARA, Esq. CHINESE: Messrs. SHANTEE & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909.

SHIPPERS
Cutler, Palmer & Co., London.

AGENTS
SIEMSEN & CO., HONGKONG.



